THIN GRAY LINE

/ Abbie Darst, Program Coordinator

Trooper, teacher, speaker, writer and world traveler – Rodney Brewer has demonstrated his leadership skills in many facets throughout his life and lengthy career. His position as commissioner of the Kentucky State Police, to which he was named in December 2007, is a culmination of successes, hardships and experiences over a 26-year career with the agency and numerous years as a professor at the University of Louisville. Brewer holds a Master of Science in Criminal Justice and a Bachelor of Science in Police Administration from the University of Louisville and is a graduate of the Southern Police Institute's Administrative Officer's Course. A Louisville native, Brewer is an avid gardener, outdoorsman, woodworker and Corvette owner who lives in Ballardsville with his wife, son and daughter.

Having served with the Kentucky State Police for 26 years, why did you choose law enforcement as a career and did that career begin with KSP?

I decided that I wanted to go into law enforcement when I was about a sophomore in high school. I had some limited exposure to what was then the Jefferson County Police Department, and was always impressed with them. When I enrolled in U of L, I decided to major in police administration. As I was going through U of L, there were quite a few police officers in my class, most of which were Jefferson County police, but I had a few state troopers in there on occasion, too. That fueled the fire for where I wanted to go with my career. During my final, senior year at U of L, I was a police officer in a sixth-class city called Devandale, which is out in eastern Jefferson County. It was a great experience, but looking back now, it was kind of scary. I had no training and there were no standards. I literally was sworn in and started policing. By today's standards, that is so foreign to us. Looking back, the liability aspect and the danger aspect were pretty widespread. I worked there for exactly one year, but it rather solidified my belief that law enforcement was what I wanted to do with my life.

I was part of a group of fifth- and sixth-class city officers, who also did not have any training. Many of us were hungry for training, we wanted it, but it either wasn't available or the departments couldn't afford to send their officers. This was long before the Peace Officer Professional Standards were enacted. There was a Kentucky state trooper named Jim Mudd who served as the pub- >>

/ Photos by Elizabeth Thomas

lic affairs officer at the then LaGrange Post. He usually dealt with the media and gave programs, but Jim took it upon himself to put on safety and information seminars for fifth- and sixth-class city police officers dealing with arrest techniques and different things like that. We ate it up. It was an incredible opportunity for us. My exposure to Tpr. Mudd was a life-changing experience. I remember distinctly when Jim asked me if I had ever considered applying for the state police. He began to talk to me about the role and the mission of the state police and what their function really was. Like most Louisvillians, I think my image of the state police was pretty much, that's where you go get your driver's test, you see them at safety town at the state fair and you see them on the interstate. But as I began to talk to Jim and he befriended me, I really got a clear picture of KSP and I became very excited at the prospect of being a part of that. The rest is history.

I graduated from U of L in May 1979 and several months later I had gone through the process, and entered the state police academy in September 1979. Upon graduation I went to Post 8 – Morehead. Then I transferred into what was then called the special investigations unit, which was the equivalent of narcotics. I spent five years in undercover work and it was a great experience. The way we did business then versus the way we do business now, probably is pretty primitive by comparison, but we put a lot of people in jail for selling dope and that's what we were all about. We also did white-collar crime, political corruption, serious thefts and stuff that involved undercover work. That was a great experience for me – it allowed me to work undercover and learn some great tricks of the trade. I spent five years there and then took a 180 degree turn and was fortunate enough to work in our executive security branch, which protects the governor and lieutenant governor. And, ultimately, I was promoted to sergeant and headed up what was then, Lt. Gov. Steve Beshear's security detail. So I got to know him and his wife and his family very well during that time period. I was there about a year and a half. After that, I went back out into the field and was the investigative sergeant at Post 12 in Frankfort for a very short tenure. Then I went to LaGrange and was promoted to lieutenant. Over the years I just kept climbing the ladder and here I sit today.

> "I had a storybook career with the state police. After 26 years ... if I could go back and rewrite my career, I don't know what I'd change."

I had a storybook career with the state police. After 26 years, when I did retire, I told some folks, that if I could go back and rewrite my career, I don't know what I'd change. We all have regrets, we all have things we wish we hadn't said or done, but overall, I don't know what I would have changed about my career. I was so fortunate and so blessed to have been a part of this agency and to have interacted with so many other great folks in the Kentucky law enforcement community. I guess if there was one thing I missed out on that I think would have brought me a lot of personal pleasure and fulfillment, it was being a field training officer. I always thought that position in any agency has a profound effect on the new folks that are coming out – you're shaping the way they do business and their attitudes and I think that's an incredibly important position for officers to fulfill.

When I retired in August 2004 I had been teaching night classes part time at the University of Louisville and just thoroughly enjoyed the experience. About the time I was contemplating retirement, I got this random call in the middle of the day from my boss at U of L. At that point I hadn't discussed leaving with anybody except my wife. My boss offered me a full-time teaching position with the college. I told her that her call was pretty timely and she literally sketched out my contract on a napkin and said she'd let me know when it's final, and I said when you let me know, I'll be retiring. I announced the next day that I was leaving.

I was very disappointed when I left that I had not gotten the nod for commissioner, but I'd always vowed that I'd leave the agency like I came in – with a great attitude. I'd always vowed that state police had been extremely good to me and my family and I would never leave the agency embittered. Instead, I left on good terms, and it was a good time to go. In retrospect, coming back three and one half years later, it was the best thing that ever happened because it gave me an opportunity to step outside the state police world, see the rest of the world and also see the state police from a little different perspective than I'd ever looked at before.

What's been overwhelming is having been gone for three and one half years coming back and seeing what has transpired during my absence. For example, about seven and one half years ago I was in charge of a newly developed strategic planning unit here in the state police. Our commissioner at the time really saw a need to do not only some short-range planning, but some very long-range planning that we had not done for a long time. One of the many things we focused on was the poor condition of our technological infrastructure. We embarked on a pretty ambitious campaign to try

to have a statewide infrastructure where we had mobile data computers in every car. Not just state police but every police agency could piggy back off of this. When we first started this, Jefferson County police were ahead of the curve and they already had an infrastructure built out. So we scraped up the money to be able to buy two mobile data computers and have them properly installed in cruisers, and we had them in Shelby County unit's cars. We had a memorandum of understanding with Jefferson County police to use their towers. The coverage at that time got us out to about Shelbyville. I'll never forget, the two troopers who had these in their cars, they actually had a radio technician in the car with them and one of the units pulled into a Wal-Mart parking lot and within 30 minutes got a hit on a stolen van – ran it out of his car. And when the word got back to me, not only were we very excited about that, but I thought, 'Oh my gosh, we've just broken the glass ceiling here, we're in a new age.'

Seven and one half years later, my lieutenant colonel over technology is sitting here debriefing me about what's going on with the agencies technology. Very matter of factly he told me we had mobile data computers in every cruiser now and I said, 'Hold up, what did you say?' He said, 'mobile data computers in every car.' I said, 'Over 600 road troopers have mobile data computers in their cars now?' He said, 'Yeah.' I said, 'Do they work?' He said, 'oh yeah, we've got better than 95 percent coverage, we're going, to have 100 percent coverage pretty soon and have other agencies on this backbone as well.' I just started smiling and he asked what I was smiling about and I said, 'That's incredible.' I told him the story I just told you.

What that story really said to me is if you put in some long-range planning and some vision that really has some sense and some building blocks to it, it will happen. To see the advances, just in my lifetime is incredible and it changes every day. But one of the things about technology that I've always been very adamant about is technology should never drive our function. Our function is what drives the technology. We should not vary from our function and mission, but instead use technology to help us further them – not the other way around.

Having held every merit and non-merit rank within the organization, what do you see as the biggest benefit your extensive service with KSP offers you in the position of commissioner?

I understand the culture and tradition of the agency. I think any great leader knows what's sacred and you don't change and what we just sometimes think is sacred but is really not, we just don't want to change. A great example is our uniform. The uniform is very traditional, very historic and there's much more there than meets the eye. I think my background gives me that knowledge to know what truly is sacred and what should not be changed and those that need to and have to be changed if we're going to continue to advance.

We've had civilian leadership in this position and we've had sworn over the years. One thing that is very difficult for me to imagine is someone from a civilian background with no law enforcement experience coming into an agency as complex and large as ours.

We've streamlined a little bit and one of my goals among many is to improve the information flow in our agency. In an agency of our size, of more than 1,800 people, even in the age of e-mail, sometimes information flow is rather cumbersome and inaccurate at times. So it's very important to me that not only is our staff communicating well, but that when the field needs to know about something, we let them know about it. And that's not always been the case.

Do you have specific goals for KSP during your tenure or are there particular initiatives that you would like to see the department accomplish?

One of my top goals is to acquire a new training facility. Our training facility is antiquated. I think it's incredibly important for our folks – if you're going to train a first-class product, you have to have a first-class facility to do it in. I told our academy staff that I'm tired of us trying to paint a Picasso >>

>> every day with a $4 brush from Wal-Mart, so we're going to change that.

We also got funding a couple of years ago for an information technology building that we're really excited about. It doesn't sound very exciting to folks out in the field, but it is exciting to us because for the first time we're going to be able to house all of our technology folks under one roof, including our Internet crimes against children unit and our forensic capabilities. They're very fragmented right now.

I also want to make sure that every man and woman in the field is equipped with a Taser before I leave here. That's very much at the top of our list as far as equipment acquisition. They're expensive and we know that, but it's even more expensive to get one of our people hurt or to hurt someone in the public that perhaps is mentally ill or has some other issues that we can deal with on a less-than-lethal level.

Another thing at the top of my list is to develop leaders for the next generation of KSP. Somebody is going to take my spot one of these days. I'm not ready to leave just yet – but there's absolutely no reason why we shouldn't have some very strong contenders in our own agency. Now that's at the executive level, but I don't think you start there. You don't just start developing them all of a sudden. Several years ago we started a sergeants' leadership academy for our newly promoted sergeants, and what I see now is a real need at the mid-level manager's position of lieutenant and captain to prepare these folks for the next level of leadership when they have to come up here and actually run the agency. I've been discussing with the Southern Police Institute to put on an intensive leadership school for lieutenants in the state police and highway patrol agencies across the country because I know that many times they face the same issues we do, by design, being rural agencies.

Equally important to me is community-outreach programs. Serving as spokesperson for the agency for three years when I was in public affairs showed me the importance of not only the power of the media, but even more important our relationship with the communities. In the next several months, we're going to make some concerted efforts on getting out to some key groups – Rotary Clubs and things like that – and telling them what their state police is doing in their respective communities.

Another important initiative is an increasing need to expand our intelligence gathering capabilities in the KSP and use those not only for our benefit, but also for local agencies as well. I have a vision that we will have a trained crime analyst at each of our 16 posts that are a direct conduit to the folks at the Kentucky Intelligence Fusion Center. It will be an information sharing opportunity between us and local law enforcement in that district that talk about the things that we need to do to better solve crime. The goal is that timely information on theft and theft related items, prescription drug use and even reduction in traffic crashes will come out of this.

Also, the days of us responding to major crime scenes and processing them out of the trunk of a Crown Victoria are over. We can't do business like that anymore. We're still trying to examine what the best approach is, but we are going to have some type of mobile evidence collection teams or trailers or some type of processing units that are going to go out and assist and alleviate some of these functions from post at major crime scenes. Hopefully we could make that available to local law enforcement as well.

We're taking a new direction in our recruitment initiatives. The traditional, conservative methodologies of recruitment are not getting us where we want to be anymore. One of the things we're in the process of doing in house is shooting a couple of commercials to put them on YouTube, something we've never done before. My first concern is getting top-notch folks. Right under that is doing a better job of getting females and minorities into our agency. It's been a struggle for us because we're a very rural agency and most of the places we police in Kentucky have very small if any African-American communities, so it's very hard for us to recruit an inner-city kid from Louisville and say, 'Congratulations, you get to go to Magoffin County.' So that's been difficult for us, but I think there are ways that we can overcome that. We did OK this last cadet class, but I think we can do better in our numbers. I think a lot of state police and highway patrol agencies across the United States have traditionally struggled with that. Even during this time period when, nationally, you'd think that the interest in law enforcement would be up with the CSI craze. Interest is probably up, but enrollment is not up. People think it's cool and people want to run in and dust for prints or people want to be a serial-killer profiler, but across the board, recruitment numbers are down. That's a little bit puzzling and frustrating to think we don't have as big a pool of dedicated individuals out there as we once had.

All that should keep me busy for the next four years.

What are some of the biggest obstacles or challenges facing KSP?

Well, at the risk of sounding like every other police chief in America, right now I think we're in a pretty critical area as far as the budget. Budgetary shortfalls right now are pretty concerning to me and a bunch of other folks. I told the governor, whatever budget cuts that we have to take, we'll make it work. There may be some services affected, but the men and women of our agency have always done what they needed to do regardless, and I think that's a strong testament to the folks that we have. I think that's probably the most immediate thing on the horizon, the uncertainty of the budget, not only this year, but where those revenues are going to come from in the next year or two as well.

I think one of our biggest obstacles is, quite simply, gasoline costs. I am very environmentally conscious, but the long and short of it is we're in the gasoline-burning business. When people call, we have to go. We drive about two million miles a month. We drove more than 23 million miles last year. Gas projections have not kept up with what reality is and that has to change. The problem is you can plan all you want to, you can institute policies all you want to, but the bottom line is when somebody calls we're expected to, and we should, go. So that is another area where we have to be keenly aware and extremely frugal with the tax payers' dollars, not only from a dollar perspective, but I think from an environmentally-responsible perspective. In the next five to 10 years our administrative folks won't be driving these big Crown Vics. We'll be in some very conservative Ford Tauruses and Chevy Impalas or maybe even something smaller than that. And it's not to slight those folks, but I think if your main job capacity is not traffic related then I think we need to be frugal and look at those positions. If we can get five miles better the gallon and a cheaper price at purchase, that's where you're going to see us heading.

Our fleet is another concern. When you start getting into high-mileage vehicles, you start getting into high maintenance and some safety factors too. My No. 1 rule is that the guy or gal in uniform out on the road answering the bell, they're the ones that get the best vehicles.

The field of law enforcement has changed dramatically in the past several decades. What do you view as some of the most beneficial changes?

Overall, I think the speed and accuracy of our technology. Technology has probably done more to change and influence law enforcement in the last 30 years than maybe anything else has in the last 150 years. But once again, I'm very cautious about letting that drive the train. That doesn't drive our function.

Our communication capabilities have probably been one of the most beneficial things to law enforcement. Without telling war stories, I do remember when I started with KSP I actually had two radio systems in my car. We were making a transition to a new radio system in Morehead and I remember many, many times being in, perhaps, some rather hairy situations and not having radio contact. Today, I dare say, we still have some dead spots in the state, but nothing to that degree. Then when you add in the ability of cell phones, blackberries and computers, it's pretty incredible the speed and exchange of information that we can have in the law enforcement community today.

You have traveled all over the country and the world speaking and lecturing on various law enforcement topics. How have these experiences been beneficial to you in your career?

They've been life changing. I was taught at a young age that it was very important to travel if you could afford it. I think it was John Maxwell who once said, 'Great leaders are well-traveled people.' What he meant was you can only be an effective and a great leader if you've traveled extensively and been exposed to different cultures, ideas and belief systems that are oftentimes contrary to your own. When I went to Romania and taught some executive level leadership and ethics courses, I came back a changed person. It was a very poor country still trying to overcome communism and being oppressed for decades. Many of their police officers were in hand-me-down military garb and very disjointed, yet they were the most caring and loving bunch of folks I believe I've ever run across in my life. I remember distinctly at the time I was there that the Romanian National Police Force had 56,000 men and women and they had a little more than 700 vehicles in their fleet. Originally, I thought I had the numbers wrong. I asked how that worked, and basically it worked because they had to make it work. They either drove personal cars to their stations or foot beats or rode a train or bus. It was only if you were really important that you were assigned a car or a pool car. I came back with a new appreciation for how good we have it in our country.

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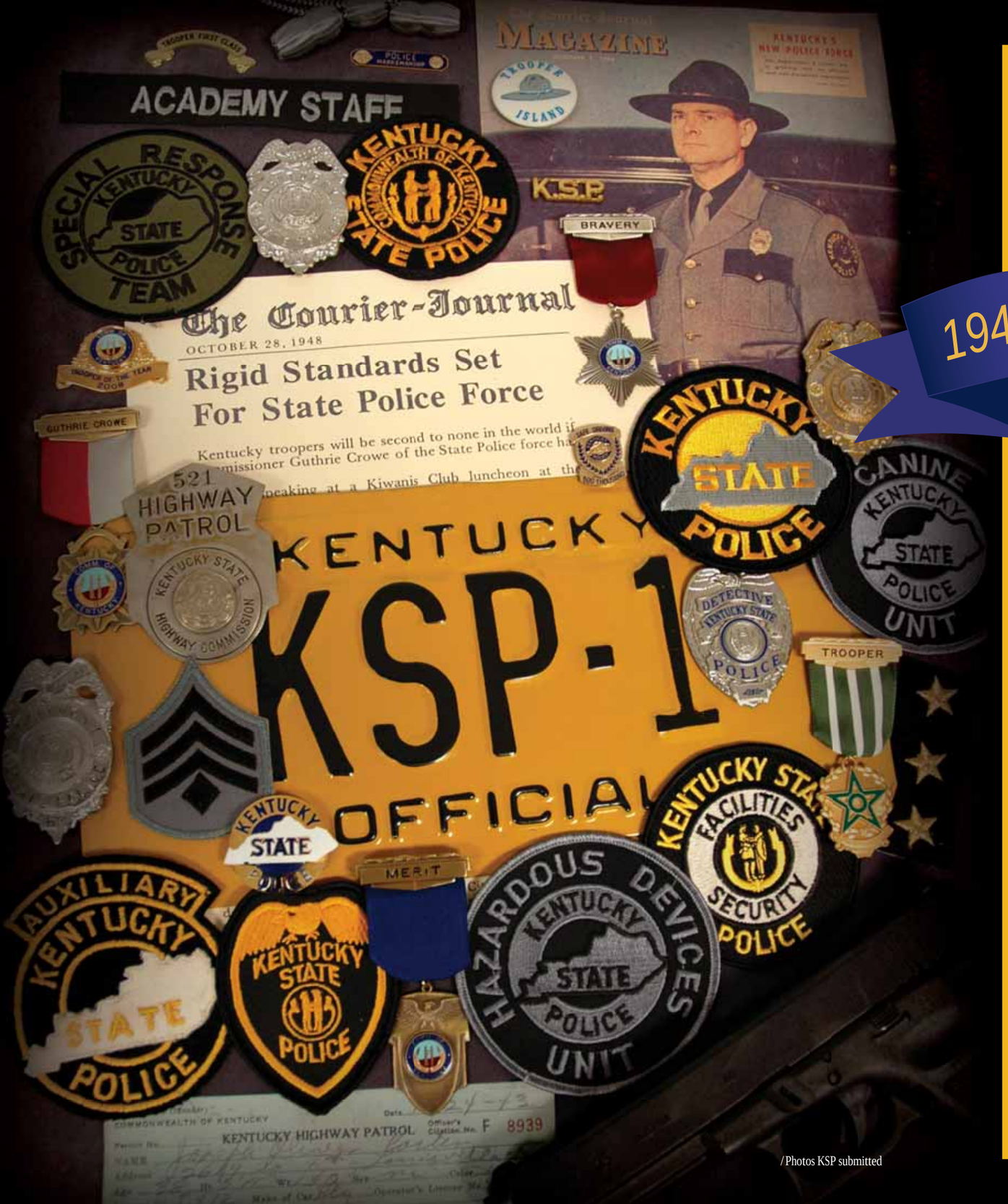
Despite all the problems, despite communication breakdowns and budgetary issues, law enforcement in America is doing very well. That and a lot of other situations that I ran into in Europe and in Mexico, made me realize just how fortunate that we are here and that I am personally. I've never forgotten that. So when I came back and I crawled into my 95,000 mile cruiser, I vowed I'd never gripe again about a high-mileage car. I encouraged my students at U of L that it is important to travel, even right here in our own country. Even if it's an opportunity to visit an Amish community in Ohio or a Muslim community in Pennsylvania, it's important to see what those folks have to say and see what their insight is. And I think the more you're exposed to that, the broader your horizons become and the greater understanding of people you have. J



/Photos KSP submitted

KENTUCKY STATE POLICE 1948 2008 60th Anniversary

/Les Williams, Public Information Officer, Kentucky State Police

In 1948, the world was a very different place. Like the rest of the country, Kentucky was still recovering from the effects of a world war and adjusting to peacetime. Gov. Earl C. Clements was convinced that a state police force was the commonwealth's best answer to the challenges of a post-war increase in traffic problems and crime.

Consequently, on July 1, 1948, Clements signed into law an act that created the Kentucky State Police. With the stroke of a pen, Kentucky became the 38th state to pass a State Police Act, which gave the agency full jurisdiction and power of arrest throughout the state except in cities with 1,000 residents or more. (This single restriction on the agency's border-to-border authority lasted until 1976.)

Guthrie Crowe, an attorney and former police judge from LaGrange, was appointed as the agency's first commissioner. Most of his 147-member staff consisted of former members of the Kentucky Highway Patrol. Clad in gray uniforms trimmed in black (said to have been patterned after the Louisville Legion led by Gen. Zachary Taylor during the Mexican-American War) and gray campaign hats inspired by the old 123rd Kentucky Cavalry, Crowe and his troopers set out in distinctive black Ford cruisers to establish a force that would one day become the pride of every law-abiding Kentuckian.

With the help of the Federal Bureau of Investigation and the Indiana State Police, a three-week training program was held at Fort Knox and Frankfort. Bowling Green resident Joe Barrett, one of the first troopers to hit the road, said the training was something he'll never forget. One of his instructors was the legendary FBI crime-fighter Elliott Ness.

Training was essential, for Crowe was determined to form a modern law enforcement organization. In a December 1948 article in the Cincinnati Enquirer, Crowe said he expected his troopers to be "courteous, efficient and attractive in appearance, but firm in their treatment of law violators."

"Policemen," he wrote "are no longer expected to be ferocious in temperament, not to employ domineering and loud-voiced tactics whereby the luckless transgressor is nearly frightened out of his wits for making a traffic error. The new policeman should be a man who can render service to, and deal properly with, people. He should be a friend to the public and not a bug-a-boo with which to frighten small children."

In his efforts to build this modern force, Crowe established the state's first crime lab, acquiring a $1,200 comparison microscope for bullet and cartridge case analysis. He hired a young, chemical engineering graduate from the University of Louisville, sent him for two weeks training with the Indiana State Police Criminal Investigations Lab and budgeted $600 for the start up. The lab opened on May 15, 1951 with a public announcement that its services were available to any city, county or other local police officer in the commonwealth.

One of the first missions of the new agency was highway safety. In a December 1948 Courier-Journal magazine article, Crowe said "We are essentially an organization to police the highways. It was clearly the intent of the legislature that we devote 80 percent of our time to this work. Eighty percent of our income is derived from highway users. They are entitled to 80 percent of our effort."

"From a criminal standpoint, our organization is purely a supplemental one to aid the local constabulary," he said. "We are not designed to supplant local officers, but to lend them assistance when they request it."

The same article went on to explain that "the day's work of a trooper is primarily traffic control, checking for stolen cars, accident investigations and testifying in court against violators."

Resources and equipment were sparse. A July 1, 1948 inventory lists 96 automobiles "of various ages and stages of repair." Only 45 had two-way radios. One former trooper remembered that if headquarters wanted him, they would call a local gas station, which switched on an outside light as a signal for the trooper to find a phone and call his post commander.

But the challenge remained. In 1948, troopers traveled at about 35 miles per hour except when pursuing a speeder. Only a few congested urban areas had any speed restrictions. The law only allowed police >>

KSP 60th Ammiversary

>> to charge motorists with reckless driving if they were going more than 45 miles per hour. Even then, the officer had to convince a judge that the condition of the road and the vehicle, combined with excessive speed, created a clear hazard to highway safety.

On Oct. 30, 1948, in a joint operation with military policemen from Fort Knox, KSP held its first traffic safety roadblock at the top of Muldraugh Hill in Hardin County. For 10 hours, every vehicle was stopped, the operator's permit inspected and the vehicle checked for safety violations. Motorists who had been drinking were arrested, and this was just the beginning.

Two months later, when the agency totaled up the state's highway deaths for 1948, fatalities were down 28.2 percent. In June 1950, the traffic fatality rate was 23 percent lower than during the same period in 1949.

As the new decade dawned, KSP continued its highway safety efforts on and off the road. Public safety programs were developed and highway safety exhibits were displayed at the Kentucky State Fair and other events. Troopers also worked with student-safety patrols, which assisted with student pedestrian safety by directing traffic at intersections around school grounds and helped teach safety rules to students.

One unique program involved KSP Lt. Lee Allen Estes, whose entertaining talents as a magician and ventriloquist brought pedestrian-safety messages to school children throughout the state.

As the 1950s progressed, KSP took on new duties. In 1951, Gov. Lawrence Weatherby directed the agency to take action against illegal gambling, liquor and prostitution operations in northern Kentucky, Henderson and other areas around the state.

On Aug. 31, 1951, Commissioner Crowe personally led 52 troopers armed with shotguns and pistols in a raid on the Latin Quarter and Club Manana in Wilder, just outside of Newport. Sixty-eight people were arrested, almost $20,000 in cash was seized and thousands of dollars worth of gambling equipment was confiscated including dice tables, roulette wheels and slot machines.

Other raids soon followed at the Hi-Dee-Ho Club, the Lookout House, the Beverly Hills and the Yorkshire Club.

Operations were also mounted in the Henderson area against nightspots such as The Trocadero, The Dells, Riverview Gardens, The Little Commando and the Kentucky Tavern.

Newspaper clippings of the period mention accounts of other raids in Paducah, Boonesboro, Scottsville and Richmond.

One raid in Richmond uncovered "a second-story handbook operation at the corner of Water and First streets." Thirty people were arrested and the confiscated equipment included a ticker tape (which was in operation as officers entered), four telephones, a dice table, public address system and microphone, five odds boards with pasted race forms, a betting box, 34 racing journals, book betting slips, parley forms for betting on football games and an adding machine.

KSP continued its battle against vice throughout the 1950s and into the 1960s. They must have done something right. In 1965, a Louisville Courier-Journal reporter toured Newport after dark and was told by one lifelong resident that the city was "dead and gettin' deader."

The 1960s marked the beginning of two new KSP programs aimed at young people. In 1961, children visiting the Kentucky State Fair were treated to the debut of Safety Town at the KSP exhibit. Under the watchful eye of state troopers, children pedaled tricycles through a miniature city, complete with replicas of real-life structures, tiny streets and working stoplights. Designed to teach pedestrian safety, it continues as one of the agency's longest running and most successful programs.

The other program, Trooper Island, was originated by KSP Lt. John Ed Tomlinson and launched by KSP Director James E. Bassett, III in 1964. Located on Dale Hollow Lake in Clinton County, it established a free summer camp for disadvantaged boys. Financed entirely by donations, the camp offered good food, fresh air, recreation, guidance and structured activities designed to build positive relationships with law enforcement officers. Today, Trooper Island remains in operation offering esteem-building summer activities for boys and girls aged 10 to 12.

As the 1970s, 80s and 90s evolved, so did KSP, responding to new missions for new times. KSP created a drug enforcement unit, initiated full-scale marijuana eradication (KSP destroyed 493,692 plants in 2007) and started DARE and drug interdiction programs. KSP also formed a special response team, as well as canine, missing persons and hazardous devices units. With the coming of the new century, special units were formed to handle issues such as Oxycontin and methamphetamines.

Over the years, KSP has continually progressed in terms of size and quality of service provided to the citizens of Kentucky. Today, the agency has 16 posts and 961 troopers throughout the state. Its six regional crime labs provide a variety of forensic support to local law enforcement agencies. Its duties have expanded to include the protection of executive and legislative branch leaders, government-facilities security, drug interdiction, marijuana eradication, arson investigation, white collar and electronic crimes, child and sexual abuse cases, anti-terrorism and special response teams.

Training now consists of a 23-week program that includes more than 1,000 hours of classroom and field study.

Despite its many high-tech activities, such as radar and video surveillance, DNA testing and on-board vehicle computers, KSP remains committed to the tried and true fundamentals of traditional police work that produce results. Following the concepts of community policing, its troopers live in the areas where they work, providing shoes on the street for an effective and personal local presence.

KSP troopers are involved in their local communities by meeting with civic and community organizations, providing lectures on crime prevention and drug-education programs to schools and other youth organizations and assisting schools and businesses in developing security and emergency response plans.

True to KSP's original mission of saving lives on Kentucky's roadways, the KSP Highway Safety Branch continues to educate the public about the use of seat belts and the dangers of speeding and driving while impaired by drugs or alcohol. The Drive To Stay Alive teen driving academy and the Friday Nights, Blue Lights program are just two examples.

In the early days of the Kentucky State Police, the duties of a trooper were far different than today. They worked a 10-hour day, six days a week and were lucky if they weren't called back after their shift.

The men and women who wear the distinctive gray uniform and campaign hat of the Kentucky State Police today have much in common with those early troopers. They are all dedicated, hard-working individuals who perform their duties because they want to serve others and make a positive difference in society.

The history of the Kentucky State Police is the history of each one of these individuals — past, present and future — who have been or will be a member of the organization.

"The successes of the Kentucky State Police are many and this observance of its 60th anniversary is a tribute to all of the past and present employees of the agency, especially the 25 troopers killed in the line of duty," said KSP Commissioner Rodney Brewer. "We stand on the shoulders of all those who have gone before us and strive to live up to and continue their high level of dedication and commitment to the principles of public service and law enforcement. In doing this, we set an example for those to come and so 'The Thin Gray Line' continues." J